

COUNTRY Approved For Release 2001/11/21 : CIA-RDP80-00810A0003TOPIC Central Motor Vehicle Repair Shop in Berlin-Oberschoeneweide

25X1A

EVALUATION 25X1X PLACE OBTAINED 25X1ADATE OF CONTENT 25X1CDATE OBTAINED 26 January 1953

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE) 3 - three documents

REMARKS

SOURCE

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1. Motor vehicles turned in at the central vehicle repair shop in Berlin-Oberschoeneweide for repair or overhaul from 20 October through 18 November included: 10 Willysjeeps, 2 old buses, 47 chassis for repair shop trucks, 227 engines including 93 ZIS, 32 Chevrolets, 43 Studebakers, 13 Fords, 9 Willys, and 37 GAZ engines. All this equipment arrived from Zeesen. Forty-eight ZIS engines arrived by rail from Ketschendorf.<sup>1</sup> Not all of the incoming equipment was observed by source.
2. Vehicles observed leaving the installation during the same period included:
  - a. To Zeesen:
 

Nine Willysjeeps, 2 buses, 40 repair shop trucks, 251 engines including 106 ZIS, 38 Chevrolets, 24 Studebakers, 31 Fords, 33 Willys, and 19 GAZ engines.

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  - b. Three repair shop truck bodies were sent to                      in Finow and 680 new motor blocks including 590 for ZIS engines,<sup>2</sup> 80 for Ford engines, and 20 for Willys engines were sent to Ketschendorf.
3. Three hundred ZIS engine motor blocks and 450 Studebaker motor blocks were to be prepared for installation at the vehicle repair plant in November 1952.

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1. Comment. This is the first time that the number of Soviet engines turned in at the installation for repair exceeded the number of U.S.-made engines.                      It is believed that this situation is due to the vehicle replacement program during which over-age lend-lease vehicles were deactivated.                     . The report indicates that the number of damaged engines sent to the vehicle repair shop decreased considerably as compared with the number of engines turned in during the preceding months.

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2.

Comment.

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